

NUMBER AND TONNAGE OF SAILING AND STEAM SHIPS BUILT AND REGISTERED IN GREAT BRITAIN IN FIFTEEN YEARS.

Date.	Passes.	Tons.	Passes.
1882.....	563	116,312	54
1883.....	602	70,968	60
1884.....	624	88,882	63
1885.....	758	112,256	66
1886.....	732	100,000	65
1887.....	830	129,664	100
1888.....	753	107,318	114
1889.....	602	70,968	65
1890.....	621	119,111	68
1891.....	634	126,914	74
1892.....	608	108,000	104
1893.....	646	141,050	103
1894.....	624	137,087	113
1895.....	666	245,462	228
1896.....	921	317,008	228
Total.....	10,759	1,946,734	1,536

  

Date.	TOTAL RAIL AND STEAM VESSELS.	Tons.
1882.....	914	189,929 1850.....
1883.....	608	85,197 1851.....
1884.....	594	94,500 1852.....
1885.....	883	123,250 1853.....
1886.....	809	125,250 1854.....
1887.....	931	145,858 1855.....
1888.....	827	122,422 1856.....
1889.....	730	117,068 1857.....
Total.....		12,834

NUMBER AND TONNAGE OF REGISTERED SAILED VESSELS (EXCLUDING ALL OF THE GREAT BRITAIN, EMPLOYED IN THE FOREIGN TRADE RESPECTIVELY, IN EACH LAST EIGHT YEARS.

Date.	IN THE HOME TRADE.	IN FOREIGN TRADE.
1882.....	1,000	1,000
1883.....	1,000	1,000
1884.....	1,000	1,000
1885.....	1,000	1,000
1886.....	1,000	1,000
1887.....	1,000	1,000
1888.....	1,000	1,000
1889.....	1,000	1,000
1890.....	1,000	1,000
1891.....	1,000	1,000
1892.....	1,000	1,000
1893.....	1,000	1,000
1894.....	1,000	1,000
1895.....	1,000	1,000
1896.....	1,000	1,000
1897.....	1,000	1,000
1898.....	1,000	1,000
1899.....	1,000	1,000
1900.....	1,000	1,000
Total.....	10,000	10,000

Year.	Fascia.	Tons.	Fascia.
1849.....	1,800	696,785	812
1850.....	1,850	696,350	325
1861.....	1,868	935,641	388
1862.....	1,876	935,641	388
1863.....	1,876	935,641	388
1864.....	1,876	935,641	388
1865.....	1,876	935,641	388
1866.....	1,876	935,641	388
1867.....	1,876	935,641	388
1868.....	1,876	935,641	388
1869.....	1,876	935,641	388
1870.....	1,876	935,641	388
1871.....	1,876	935,641	388
1872.....	1,876	935,641	388
1873.....	1,876	935,641	388
1874.....	1,876	935,641	388
1875.....	1,876	935,641	388
1876.....	1,876	935,641	388
1877.....	1,876	935,641	388
1878.....	1,876	935,641	388
1879.....	1,876	935,641	388
1880.....	1,876	935,641	388
1881.....	1,876	935,641	388
1882.....	1,876	935,641	388
1883.....	1,876	935,641	388
1884.....	1,876	935,641	388
1885.....	1,876	935,641	388
1886.....	1,876	935,641	388
1887.....	1,876	935,641	388
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1891.....	1,876	935,641	388
1892.....	1,876	935,641	388
1893.....	1,876	935,641	388
1894.....	1,876	935,641	388
1895.....	1,876	935,641	388
1896.....	1,876	935,641	388
1897.....	1,876	935,641	388
1898.....	1,876	935,641	388
1899.....	1,876	935,641	388
1900.....	1,876	935,641	388

TOTAL RAIL AND STEAM VESSELS.

Year.	Fascia.	Tons.	Fascia.	Fascia.
1849.....	1,800	696,785	812	812
1850.....	1,850	696,350	325	325
1861.....	1,868	935,641	388	388
1862.....	1,876	935,641	388	388
1863.....	1,876	935,641	388	388
1864.....	1,876	935,641	388	388
1865.....	1,876	935,641	388	388
1866.....	1,876	935,641	388	388
1867.....	1,876	935,641	388	388
1868.....	1,876	935,641	388	388
1869.....	1,876	935,641	388	388
1870.....	1,876	935,641	388	388
1871.....	1,876	935,641	388	388
1872.....	1,876	935,641	388	388
1873.....	1,876	935,641	388	388
1874.....	1,876	935,641	388	388
1875.....	1,876	935,641	388	388
1876.....	1,876	935,641	388	388
1877.....	1,876	935,641	388	388
1878.....	1,876	935,641	388	388
1879.....	1,876	935,641	388	388
1880.....	1,876	935,641	388	388
1881.....	1,876	935,641	388	388
1882.....	1,876	935,641	388	388
1883.....	1,876	935,641	388	388
1884.....	1,876	935,641	388	388
1885.....	1,876	935,641	388	388
1886.....	1,876	935,641	388	388
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1891.....	1,876	935,641	388	388
1892.....	1,876	935,641	388	388
1893.....	1,876	935,641	388	388
1894.....	1,876	935,641	388	388
1895.....	1,876	935,641	388	388
1896.....	1,876	935,641</		

1891.	1,507	247,462	1886.	1,281
1892.	1,108	163,111	1886.	1,018
VESSEL IN THE FOREIGN TRADE.				
Sailing Vessels. Steam Vessels.				
Year.	Tons.	Tons.	Year.	Tons.
1849.	8,612	2,044,234	82	
1850.	7,449	2,143,234	88	
1851.	7,007	2,237,897	97	
1852.	7,491	2,386,096	104	
1853.	8,120	2,605,086	153	
1854.	8,818	2,829,230	200	
1856.	9,567	2,709,972	480	
1856.	8,050	2,942,074	492	
VESSEL IN THE FOREIGN TRADE.				
Sailing Vessels. Steam Vessels.				
Year.	Tons.	Tons.	Year.	Tons.
1849.	6,069	2,183,097	1853.	8,367
1850.	7,238	2,189,420	1854.	7,487
1851.	7,411	2,438,808	1855.	7,828
1852.	7,080	2,669,238	1856.	7,818
TOTAL IN STEAM AND FOREIGN TRADE.				
Sailing Vessels. Steam Vessels.				
Year.	Tons.	Tons.	Year.	Tons.
1849.	8,612	2,044,234	82	
1850.	7,446	2,032,982	426	
1851.	7,064	2,214,108	820	
1852.	7,470	2,315,095	861	
1853.	8,120	2,518,957	630	
1854.	8,800	2,870,480	688	
1856.	17,074	3,701,214	754	
1856.	18,418	3,964,148	831	
TOTAL IN FOREIGN AND HOME TR.				
Sailing Vessels. Steam Vessels.				

Ton.	Feet L.	Tons.	Feet L.	Tons.	Feet L.
1850	12,221	6,692,342			
1855	17,802	3,137,212	1854	17,407	18,206
1861	19,194	3,380,395	1856	17,923	17,923
1865	17,619	3,000,984	1856	18,206	19,270

BRITISH BARKENTINE STEAM AND ADMIRALTY.

	Tons.
River steamers	818
Ocean steamers	861
Of the latter there are—	
In the foreign trade	491
In the home trade	40
Home and foreign trade	491
Total	861
Total river and ocean steamers	1,669
Ocean steamers in the mail service	121
Iron screw steamers (at Lloyd's)	581
Wooden do. do.	12
Total screw steamers	593
Iron paddle steamers (at Lloyd's)	81
Wooden do. do.	27
Total paddle steamers	108
Total iron steamers	462
Total wooden steamers	59
Grand total	501

THE BRITISH NAVY.

	Feet L.
Screw steamers	96
Paddle steamers	176
Total steamers	271
Sailing vessels	96
Total sail and steam	367

Our Minnesota Correspondence.

WABARIAN, Minnesota, Sept. 1.

*Minnesota a State—Democratic Convention—Bure of Great Exhaustion—The Democratic Bureau of Steamboats—St. Paul, da Hotels, da.*

Minnesota is coming! On the 13th of next citizens will choose a Governor, a Lieutenant G Secretary of State, a State Auditor, a State Tre Chief Justice of the Supreme Court, and two Sena thereof, an Attorney General, a Clerk of the Court, the Corporation in Governor, and on to serve until the State is admitted into the mighty Union.

The Convention by which those candidates w named commenced its labors on the 15th inst, and the 16th; and a more intelligent and respecta

body of men—104 is number—I never saw one such a purpose; and I have seen many more such. Henry B. H. Shibley a man of fine talents, fifty-four years resident of the Territory, a vigorous going democrat, and therefore, of a patriot, was nominated by acclamation loved and valued. At the mention of his name as a candidate member rose to his feet, and nine thundering cheers were given for Henry H. Shibley, the President, Gen. Shields, and all the speakers, lobby and galleries joining in the loud applause. Mr. Shibley was called into the house, and was met with a welcome of applause by the Convention. He said, "I will not forget this day, this hour, this place, this gathering, and the speech I am about to make." He then proceeded during the delivery of which he was interrupted by shouts of applause, and when closed, nine cheers were given for Shibley and victory. The utmost harmony and order prevailed in the action, a most excellent ticket was made, and the delegates were then called to order. The speaker, a general ticket on members of Congress this year, basily is that we shall have three democratic men in Congress, and two free-soiler. The speaker then said, "I think some of our Senators of party will find their way to Washington."

The back republicans have nominated Alexander J. Smith, a man who is known to defeat. The State had sixteen hundred majority in the Territory members of the Constitutional Convention were met June, although in many of the counties were not met. The speaker said, "I am sure I will be as the lawyers say, and it will be strange, indeed, cannot doubt that when we have everything to do with to excite our pride, we will be able to do it. Depend on it, the back republicanism will require on the 15th of October next, and Minnesota join the Union in a state of puberty, fully armed with arms and ammunition, and I will send through a hole in the skull of Jove. I send you a fern, which the Convention adopted without a dissenting voice, but with enthusiastic approval. I am sure, if it, that they may judge whether we are dem-

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